## OUR RELIGIOUS COLUMN.

Repentance. Sin cannot be torn off without drawing blood from our souls; but if we let it remain on like the poisoned robe, it kills us, Therefore we must tear it off, without shrinking or flinching from the pain it may cost us to do so. We must escape to the mountain, because we are fleeing 'rom Sodom, and because we cannot tarry in Sodom without being consomed by its fire. It is impossible to press this point too strongly; so I will try to enforce what I have said by another parable. On the seashore, many of you must know, there are often rocks. Now, suppose a man walking among these rocks, and finding the stones painful to his feet, thinks he shall walk more easily and pleasantly in the smooth sand below. He units the rocks and goes down to the sands. The tide is out; the sea is calm; the waves are a long way off: there can be no danger; so he walks on. Presently the wind begins to rise. Still there can be no danger: it is only rounding that jutting chiff: there is plenty of time; and then he will be safe. Meanwhile the sea comes, on, gradually, gradually, wave after wave, like so many lines of horsemen in battle array riding on after the other. Every moment they ad vance a step or two; and before the man has got to the jutting cliff, he sees them dashing against his seet. What is he to do? On one side of him is a steep and rugged ledge of rocks; on the other side the sea, which the wind is lashing into a storm, is rushing to-wards him with all its might and fury. Would a man in such a plight think of losing another moment? Would be stop to consider whether he should not hurt his bands by laying hold of the sharp stones? Would not ne strain every nerve to reach a place of safety, before the waves could overtake him? If his slothfulness whispered to him, "It is of no use; the ledge is very steep; you may fall back when you have got half way; stay where you are; perhaps the wind may drop, or the waves may stop short; and so you will be safe here;" if his slothfulness prompted such thoughts as these, would be listen to them ! Would be not reply, "Hard as the task may be, it must be tried, or I am a dead man. Ged will not work a miracle in my behalf. He will not change the course of the tides, and put a new and strange bridle on the sea to save me from the effects of my own laziness. I bave still a few minutes left; let me make the most of them and I may be safe; if they slip away, I must be drowned." This picture is not a mere piece of fancy. Many stories are told of the risks people have run by the coming in of the tide, when they were straying heedlessly along the sands. Some by great efforts, aided by God's good Providence, have escaped. Others have perished miserably. Now the sinner is just in the situation of the man I have been speaking of. On one side of him is the steep ledge of rep-ntance; on the other the fiery waves of the bottomless pit are every moment rolling on toward him. Could his eyes be opened, as the eyes of Elisha's servant were, he would set those fiery waves already beginning to surround him. Is his a situation for a man to stop in? Will any one in such a plight talk about the difficulty of repentance? Let passion cry out, "It is hard to deny one's self;" faith must make answer, "It is harder to dwell amid end-less burnings."—Rev. Wm. Augustus Hare.

## SUMMARY OF RELIGIOUS NEWS.

-The puerilities that are is some Episcopal churches of England and of America beginning to attach to the celebration of the Lord's Supper, are worse than ridiculous-they are atrocious. A book called "Directorium Auglicanum" has been issued in England in superb le for the direction of clergymen of Church of England in the celebration of the communion. Some of the instructions there given rival the absurdest Talmudic precepts. 'he priest is told that before "mass" must not wash his teeth, but only his lips, for fear of mingling water with his saliva; and that "after mass he should beware of expectorations until he shall have eaten and drunken," lest by any change he should spit out any atom of the "body" which "shall have remained between his teeth!" The priest is also minutely directed what to do if a fly or spider shall have fallen isto the "blood," and what penance he shall do if any the "blood" shall have dropped upon the table or on the linen cloth; how the blood is to be sucked up, and the wood scraped and the shavings burned, or the linen washed three imes over the chalice, and the ashes or the ablution preserved with the relics. Even Rome would be ashamed of these disgusting letails, some of which we suppress for deency's sake .- Independent.

-Dr. Dyer, now travelling in Europe, writes the Protestant Churchman his opinion of the reachers of the Churck of England whom te has heard. Having paid a high compli-nent to the Bishop of London, whom he calls he best speaker whom he has heard in Engand, he says:-"After all the preaching I have eard in England, I am led to the conclusion hat in the Establishment, at least, the sernons will not compare favorably with the ermons of our clergy in America. ery prominent clergyman of the Church England called my attention to the natter by asking plainly what my impres-fions were. I told him what I thought, and e at once remarked that I had formed a corect epinion, and that the reason of their defiiency was in their lack of theological schools. f one thing I am certain, Evangelical princies have made wonderful, progress in the burch of England since my last visit sixteen ears ago. It is no longer a despised party. and one reason for it is to be found in the coldness and decision of its leaders. They yow their sentiments without fear or favor. trimmer is no where. A compromiser is ext to no where." -Bishop Odenheimer recently visited St.

anl's, Trenton, and confirmed eight, making, with a previous confirmation of four in March, welve. This Church was organized in 1850, nd after struggling along for ten years, was sed for a period of four or five years, in bt to the amount of \$1600, and flually was fered at Speriff's sale. It was bought in by bree energetic laymen of the denomination, eorganized, the services of a clergyman propured, and now numbers about one hundred amilies, and a Sunday-School of three hunred and fifty children.

-The Rev. H. N. Bishop, D. D., rector of St. John's church, Chicago, has accepted a all to the rectorship of St. John's church, lincippati, and expects to enter upon the nties of the latter parish early in October

eports the transfer of eight ministers to the hio Diocese during the past year, and the transfer of thirteen from it to other Dioceses.

vite twenty neighboring churches to meet with it in convention to form a new Congregational association. The Otsego Presbytery, on the 9th of June, on receiving notice that the Con-gregational Church of Richfield Springs had become Presbyterian, adopted the following minute, showing that promptitude of action is highly praiseworthy when in the right direction, in reference to the recommendation of the General Assemblies to complete "imperfect organizations':-
Resolved. That we rejoice at its prompt action

in this direction, and recommend to all our churches in like relations and direumstances to

—It is announced that the Rev. Dr. P. Schaff has received a unanimous call to the Professorship of Church History in the Congregational Theological Seminary at Hartford. Connecticut, which has recently received large additions to its funds. It is not stated what disposition he has made of the call.

-Rev. A. B. Bullions was installed pastor of the Congregational Church in Sharon, Ct., on the 28th of June. A fine parsonage has ust been completed at an expense of of about

-Rev. J. H. Gulliver, D. D., pastor of the New England Church in Chicago, has been elected President of Knox College, Galesburg, Ill., vice Dr. Curtis resigned.

-Forty-two persons united with the Congregational church in North Cornwall, Connecticut, on the 5th instant, forty-one on profession of their faith.

BAPTIST.

-Since the year 1813 the American Baptist Missien Board have sent sixty missionaries to Burnah, who have reduced three Karen dialects to writing, have translated the Bible, prepared and printed dictionaries, grammars, and school books, created a religious literature, raised up and educated native teachers, erganized schools, and built churches. According to the minutes of the Burmese Baptist Convention for 1808, there are now 287 churches, 63 ordained, and 309 unordained native preachers, 15,983 communicants, and 4015 pupils in schools.

-The St. Louis Record says: - "During the absence of Dr. Osborne (Baptist) from the city, his pulpit has been supplied, not by elergymen from abroad, but by laymen of his own congregation-E. W. Pattison, J. P. Colby, E. D. Jones, and Dr. Ives, have all held forth. Once only, did the committee go out of the congregation for a supply, and then they went for a layman, Jonathan Jones, Esq., of the Commercial College, who gave an instructive and interesting discourse."

-The Madison Avenue Church, New York, have acted promptly and cordially in selecting a successor to Dr. Weston. They have invited the Rev. J. F. Elder, of Orange, N. J., to become their pastor, and have accompanied the call by the offer of \$6000 as the salary.

-On the 6th of June the Rev. James J. Kane, of Brooklyn, a graduate of Lewisburg University, was commissioned a chaplain in the navy, to fill a vacancy.

PRESBYTERIAN. -According to the yearly summary of the statistics of the United Presbyterian Church, compared with the returns of 1867, the reports of this year show an increase in numerical strength and in contributions. The estimate of salaries to ministers, though defective, shows that the average salary of pastors is \$883.69, which, including the amount paid for supplies, will make the actual average nearly eight hundred dollars per annum.

-The Congregational Church in Richland, N. Y., one of those churches which in 1801 were united with Presbyterles according to the plan of union, has accepted the advice of the General Assemblies that such churches "should perfect their organization," and has become thoroughly Presbyterian.

METHODIST. The Methodist papers contain now and then against the taste for magnificence and fashion that is growing in that denomination, as a result of its growth in numbers, popularity, and wealth. There seems to be not a little occasion for fear. Notice the official appeal in b-half of the Metropolitan Church to be built in Washington as a centenary memorial. It will rival the cathedrals of Europe in its

relics and its splendor.

"Everything connected therewith will be sacred in its association. The vestionies will be paved with marble from the temple on Meriah; the pulpit and altar made of cedar from Lebanon; and all the windows dedicated to the non; and all the windows dedicated to the memory of prominent members of our Church who bave gone to their reward—such as Asbury, Hedding, McKendree, Roberts, Waugh, Strange, Raper, Bigelow, Olin, Fisk, Bangs, Dempsier, Judge McLean, Governor Wright, and many others. In each of these windows will be a reautiful scripture design and inscription, but no likeness of any person, living or dead."

-The Rev. A. N. Fisher, of the Nevada Conference, on his way home from General Conference, of which he was a member, stopped at Salt Lake City, and at the request of the Prophet, preached in the great temple. He had an audience of some six thousand persons, to whom he preached a sound Methodist sermon, very much to their gratification, and, it is to be hoped, to their edification.

-Amended Centenary returns thus far give \$8.577,561 38 as the total Centenary contributions of the Church in 1866. No report has yet been made by the Central Illinois Conference. The Philadelphia Conference also has yet a supplementary report to make.

WESLEYAN. The Wesleyan General Conference of the United States has decided to allow women to vote: also, to drop from their communion all churches tolerating members connected with Masonry or other secret societies.

UNIVERSALISTS. The Ambassador, an organ of the Universalists, estimates the church property of that denomination at ten, if not twenty times what it was a quarter of a century ago; and calls attention to the fact that they now have schools for the education of their ministry, and a higher tone exists among its member-

CATHOLIC. A well-informed correspondent of the Messager Franco-Americain, of this city, writing from Ottawa, gives the cause of the "social inferiority" of the conquered, despised, poor, and morally weak French Canadians." The main cause, he says, is "the systematic ignorance in which the clergy has kept the population." He adds:-

"There is no instruction to any degree in this country; the public schools are an enigma, a shameless farce. If, perchance, children learn how to read, they scarcely ever see any other book but the little carechism and a sac ed history. They have, it is true, for the sake of saving ory. They have, it is true, for the sake of saving appears ces, agrammar and a volume of French exercises; but they learn neither—no geography; of history not a word; of natural philosophy, or mathematics, or arithmetic, not the slightest cone prion. In some immense parishes only one school is found, where children come sometimes from long distances, and where they sprid a few hours in looking at their teacher, who is getting perplexed among the four raises who is getting perplaced among the four raies of arithmetic. The village priest is near, care-fully watching to prevent the surreptitious in-CONGREGATIONAL.

The large and important Congregational church at Homer, N. Y., Rev. Dr. Holbrook pastor, voted on the 9th inst., 85 to 14 to "perfect its organization" by withdrawing from Cortland Presbytery, to join its own denomination. It has been connected with the Presbyterian Church on the pian of union since 1808. It voted at the same time to in-

### RAILROAD LINES,

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct time to Beshlehem, Easton, Allentown, Mauch (Bude, Hasleton, White Haven, Whitesbarre, Mahanos City, Mount Carmel, Pittston eccanion, Carbondale, and all the points in the Lehigh and Wyoming Coal Region

Passener Depot in Philadelphia, N. W. corner of BERRE and a MERICAN Streets.

FUM MER A CHANGEMENT—ELEVEN DAILY TRAIN—On and after WEDNESDAY, May 12, 1868
Passenger Trains leave the New Depot, corner of BERRE and a MERICAN streets, daily (Sundays excepted) as follows:—

cepted) as follows:At 6'45 A. M.-Accommodation for Fort Washat 746 A. M.—Morning Express for Bethlehem and

At 745 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania railroad, connecting at Bethlehem with Lenigh Valley and Lebigh and Susque-hauna Railroads for Easton, Altentown, Catasanqua, Sistington, Manch Chunk Weatherly, Jea-exville, Hasiston, White Haven, Witseabarre Kingston, Pitation, Stranton, Carbon dale, and all pelots in Lehgh and Wyoming Valleys; also in connection with Lehgh and Mahanoy Kalleys; also in connection with Lehgh and Mahanoy Kalleys; also in connection with Lehgh and Mahanoy Kalleys; also in connection with Lehgh and Wyoming Valleys; also in connection with Lehgh and Wyoming Valleys; also in connection with Lehgh and Williamsport Arrive at Manch Chunk at 1256 A. M. Wilkersarre at 2 P. M.; seranton at 405 P. M. at Mananov City at 2 P. M.; peranton at 405 P. M. at Mananov City at 2 P. M.; peranton at 405 P. M. at Mananov City at 2 P. M. Passengers by tills train can take the Leugh Valley Train passing Bethlehem at 1155 A. M. for Raston, and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestows, stepping at all intermediate Stations, Passengers for Willow Greve, Hauboro' and Hartsville, by this train take Stage at Old York Road.

At 1670 A. M.—Accommodation for Fort Washington, soupping at all intermediate Stations, Passengers in the New Hope, and at North wales for sumneytown.

At 235 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North wales for sumneytown.

At 215 P. M.—Lehgh and Susquehanna Express for Bethlehem Easton. Alentown, Manch Chunk, Wilkesbarre, Rod Scranton, and all points in Mabanoy and Wyoming Cool Regions.

At 215 P. M.—Lehgh and Susquehanna Express for Bethlehem Easton. Alentown, Manch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown.

At 416 P. M.—accommodation for Doylestown, stopping at all intermediate scations. Passengers for Willo

Mauch Chunk.
At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1136 P. M.—Accommodation for Fort Washing-TRAINS ARRIVE IN PHILADELPHIA.

8:30 P. M.,
11:50 A. M. and 2:00 F. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton.
Passengera leaving Wilkesbarre at 1:20 P. M. connect at Bethlehem at 0:05 P. M., and arrive in Philadelphia at 8:30 P. M.
From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 9:30, 10:45 A. M. and 3:15 P. M.

P. M. ON SUNDAYS.

Philadelphia for Beislehem at 930 A. M.

Philadelphia for Doylestown at 200 P. M.

Doylestown for Philadelphia at 730 A. M.

Bethlehem for Philadelphia at 430 P. M.

Bith and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Sec. nd and Third Streets Line and Union Line run within a short distance of the depot. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
Ellits Clark, Agent.
Tickets sold and Begrage checked through to principal points, at mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH street.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

WALLICOAD.—SUMMER ARRANGEMENT,
On and after MONDAY, April 13, 1863, Trains will
leave an follows:—
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7-15 A. M., 11 A.
M., 2'30 P. M., 4'15 P. M., 4'30 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depot
on east Market street, at 6'15 A. M., 7'15 A. M., 7'30
A. M., 1045 A. M., 1'55 P. M., 4'30 P. M., 6'56 P. M.
On and after Monday, June 15 an additional Train
will leave Philadelphia for Media and Intermediate
Politic at 5'30 P. M.
Trains leaving West Chester at 7'30 A. M., and
leaving Philadelphia at 4'50 P. M., will stop at B. C.
Junction and Media only. Passangers to or from
station between West Chester and B. C. Junction
going East, will take train leaving West Chester at
7'15 A. M., and going West will take train leaving
Philadelphia at 4'50 P. M., and trainfer at B. C. Junction.
The Depot in Philadelphia is reached directly by

tion.
The Depot in Philadelphia is reached directly by
the Cheanut and a Wa.nut Street cara. Those of the
Market Street line run within one square. The
cars of both lines connect with each train upon its

case of both lines connect with each train upon its arrival.

ON SUNDAYS,

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.

Leave West Chester at 7:44 A. M. and 5:00 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:20 A. M. and 4:50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel coily, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars upless a special contract is made for the same.

HENRY WOOD, General Supt.

Philadelphia, April ist, 1868.

OR CAPE MAY VIA WEST JERSEY RAIL-

POR CAPE MAY VIA WEST JERSEY RAILRUAD,—From 100t of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1868,
Trainis leave as follows for Cape May:—
100 A. M., Cape May Express. Gue at 1225 (noon),
205 P. M., Cape May Pass-neer, que at 715 P. M.,
400 P. M. Fast Express due at 1205 P. M.
RETTRINING LEAVE CAPE ISLAND,
620 A. M. Morning Mail, due at 1207 P. M.
500 P. M., Cape May Express, due at 1207 P. M.
500 P. M., Cape May Express, due at 1207 P. M.
Sunday Wall and Passenger train leaves Philadelphila at 205 A. M. Returning leaves Cape Inland at
500 P. M. Excursion Tickets \$4.
Cape May Freight trains leave Camden daily at
920 A. M., and Cape Island at 645 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
Annual Tickets, \$100, Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828
Chesnut street (under the Company in Camden, N. J.
Through Tickets can be procured at No. 828
Chesnut street (under the Company in Camden), which will be
called for and checked at residences of the Union
Transfer Company. WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES, For Bridgeton, Ealem. E lilyllie, Vibecand, and in-graned acestations, stato A. M. and 3 30 P M. For Cape May, 200 A. M., 3 15 P. M., and 4 P. M., Woodbury Accommodation train at 500 P. M., Bridgeton and Salem Freight Train leaves Camden illy, at 12 (noon ) Commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent,

DHILADELPHIA AND BALTIMORE CEN
TRAL RAILRUAD - SUMMER ARRANGEMENT. - On and after MONDAY, April 13, 1868, trains
will leave the Depot. THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:
At 715 A. M. and 450 P. M., and leave Rising Sun at
515 A. M. and Oxford at 6 A. M., and leave Oxford at
525 P. M.

A Market Train, with Passenger Cars attached, will roman TUE-DAYS and FRIDAYS, leaving the Rising Sun at 1105 A, M.; Oxford, 1145 A, M.; and Kennett, 1P. M.; connecting at West Chester Junction with a train for Paltadespins.

On WEDNESDAYS and SATURDAYS Train leaves Philadespins at 239 P, M.; runs through to Oxford.

The Dain Jessing Paragraph of Carlot Carbon San Carbon Carbon

icaves Philadelphia at 729 F. M., rons through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.

The train leaving Philadelphia at 459 P. M. runs to Rising sun, Maryland.

Passengers are allowed to take wearing apparet only as baggage, and the Compacy will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

General superincendent.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK.
Trains between Washington and New York are
low run as follows, viz.—
FOR NEW YORK, without change of cars. Leave daily (except Sunday) at 745 A. M., 1230 and P. M

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office is the Eankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets thee Baltmore and Ohio Raliroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

I. L. WILSON, Master of Transportation, L. M. COLLE, General Ticket Agent.

2281 GEO S. KOONTZ, Avent, Washington.

TAT I REIGHT LINE, VIA NORTH PENNSYLVANIA RellBOAD to Witkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Raliroad and Its brenches.

By new agrangements, perforted this day, this road.

sil points on Lehigh Valley Rairond and its branches.

By new arrangements, perfected this day this road is epabled to give increased despacen to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, F. E. corner of FRONT and NOGLE Streets, Before 5 P. M., will reach Wilsenbarre, Monattarmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before it A. M. of the succeeding day.

[7 22] ELLIS CLARK, Agent

THE ADAMS EXPRESS COMPANY, OF ICE No. 320 CHESPAUT Street, buwards Parcels, Packages, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

2271

JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING BAILROAD.-GREAT TRUKK LAINE from Philaderphia to the filerior of renneyivania, the Schuylkiii, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest and the Canadas, Summer Arrangement of Passenger Trains, Monday, May 4, 1863, leaving his company's Deput, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

BORNING ACCOMMODATIONS, At 730 A. Major Reading and all intermediate stations, and Allentown.

BURNING ACCOMMODATIONS.—At 7:30 A. M., for Reading and all intermediate stations, and Alientown.

Returning, leaves Reading at 6:30 P. M., arriving in thisdeiphia at 5:10 P. M.

MORNING KNPRESS.—At 5:18 A. M., for Reading Lebandon, Harrisburg, Potsaville, Pine Grove, Famaquos, Subbury Witsmaport, Elmira Rochester, Niagars Felia, Buffalo, Wilkenbarre, Pitanon, York, Carlesie, Chair bernburg, Hagerstown, etc.

The 7:30 Irain connects at Reading with the East Pennsylvania Ralizond trains for Allentown, etc., and the 5:18 A. M. connects with the Lebandon Valley trains for Harrisburg, etc.; at Port Clinion with Catawies Ralizond trains for Allendown, Emira, etc., at Harrisburg with Northern Central, Cumber and Valley, and Schuylkill and Sunquehanna trains for Northumberland, Williamsport, York, Chambersburg Pinegrove, etc.

APTERNOON EXPRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Ralizond trains for Columbia, etc.

POTTSTOW N. ACCOMMODATION.—Leaves Pottstown at 6:48 A. M., atopping at intermediate stations: arrives in Philadelphia at 4:30 P. M., arrives in Pottstown at 6:35 P. M., in Fig. 20 P. M., arrives in Pottstown at 6:35 P. M., arrives in Pottstown at 6:35 P. M., in Fig. 20 P. M., arrives in Pottstown at 6:35 P. M., in Fig. 20 P. M., arrives in Pottstown at 6:35 P. M., in Fig. 20 P. M., arrives in Pottstown at 6:35 P. M., in Fig. 20 P. M. RADING ACCOMMODATION—Leaves Reading HFADING ACCOMMODATION—Leaves Reading at 730 A. M., atopping at all way stations; arrives in Phinodelphia at 70 is A. M.

Esturning, leaves Philadelphia at 515 P. M.; arrives in Keading at 8 00 P. M.

Trains for Philadelphia leave Harrisburg at 8 to A. M., and Pottaville at 8 to A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 to F. M. and Pottaville at 2 to P. M.; arriving at Philadelphia at 6 to P. M.

Harrisburg accommodation leaves Reading at the property of the state of the state of the property of the Pollindelphis at 245 P. M.; arriving at Pullindelphis at 245 P. M. Harrisburg accommodation leaves Beading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:50 P. M., arriving in Philadelphia at 9:10 P. M. Marke train with a Passenger car attached, leaves Philadelphia at 12:45 noon for Pottaville and all Way Stations: leaves Pottaville at 7 A. M. for Philadelphia at 22:45 noon for Pottaville and all way Stations: leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Subday trains leave rotaville at 8:50 A. M., and Philadelphia at 8:50 P. M.; leave Philadelphia for Reading at 8:90 A. M., recurring from Reading at 4:25 P. M.

CHESTER VALLEY BALLROAD.-Passengers for howelf glown and interwed late points take the 7-30 A. M., 12-45 and 4-30 P. M. trains from Philadelphia, re-urning from Downingtown at 6-30 A. M., 1-00, and 5-45 P. M.

ERKIOMEN RAILROAD,—Passengers for Coland 545 P. M.

1 ERKIOMEN RAILROAD,—Passengers for Collegeville take 7:40 A. M. and 430 P. M. trains from Philadelphia returning from Collegeville at 7:01 A. M. and 130 P. M. trains is from Philadelphia returning from Collegeville at 7:01 A. M. and 130 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPERSS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 5:00 P. M., passing Reading at 1 A. M., 150 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rahroad Express Trains for Pittsburg, Chicago, William port, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pitsburg, at 5 and 5:25 A. M., 9:35 P. M., passing Reading at 4:19 and 7:06 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:09 P. M. Steeping Cars accompanying these trains through between Jersey City and Pitsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 2 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pontsville at 6:20 1:00 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:35 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL

P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD, Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.45 P. M. for Pinegrove and Trannon; returning from Harrisburg at
3.55 P. M., and from Tremont at 7.40 A. M., and 5.35 P. M., and From Prenott at 7 to A. M., and cos P. M., TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tokets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottatown; Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Potistown Accommodation Trains at

by Reading and Potistown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bractiord, Treasurer, No. 237 S. Fourth street, Philadelphis, or G. A. Nicholis, General Superintendent, Reading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 mics, between al points, at \$52.50 each, for families and firms.

Season Tickets, for three, six, nine, or twelve mobils, for holders only, to all points at reduced rates. rates.

Ciergymen residing on the line of the road will be furnished with cards, entitting themselves and wives to tickets at hal fare.

Excursion Tickets from Philadelphia to principal stations, good for Satu day, Sunday, and Monday, at reduced are, to be had only at the Ticket Office, at Frequency are, to de has only as the Please Omice, at Thirteenth and Callowhill streets.

FRF1GHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadesphia daily at 5'30 A. M., 12'45 noon, and 6 P. M., for Reading. Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

beyond.
Malis close at the Philadelphia Post Office for all places on the road and 1ts branches at 5 A. M., and for the principal stations only at 2 15 P. M.
BAGGAGE—Dungan's Expless will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 25 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868.
The trains of the Pennsylvania Central Rallroad leave the 1-pot, at THIRTY-FIRST and Marker Streets, which is reached directly by the Market Street cars the last car connecting with each train leaving Front and Market streets torry minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train partire of each train
slee ping Car Tickets can be had on application at
the Ticket office N. W. corner Ninth and Chesnut
streets, and at the depot.
Agents of the Union Transfer Company will call
for and deriver baggage at the depot. Orders left at
No. 361 Chesnut the cet, or No. 116 Market Street, will
receive attention receive attention. LEAVE DEPOT, VIZ:-

| TRAINS LEAVE DEPOT, VIZ: | 800 A, M. | Paoli Accommodation, No. 1 | 1000 A, M. | Fast 1 ine | 12 00 M. | Eric Express | 12 00 M. | Express | 12 00 M. | Express | 12 00 M. | 12 00 M. | 13 00 M. | 14 00 M. | 15 00 M. | 

Past Line 935 A. M.
Lancaster Train 1250 P. M.
Lancaster Train 509 P. M.
Paoli Accommodation, Nos. 2 and 3,340 and 7 to P. M.

by special contract. EDWARD H. WILLIAMS.
428 General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND
NOARISTOWN RAILROAD — TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 993, 10, 11, 12 A, M., 1, 2, 34, 35, 4, 5, 53, 610, 7 8 9, 10, 11, 12 P, M.
Leave German town 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 34, 443, 6, 65, 7, 8, 91, 11 P, M.
The 8 20 Down Train, and 33 and 5% Up Trains will notstop on the Germantown Branch.
ON SUNDAYS.
Leave Germantown 84, A. M., 2, 7, 10% P. M.
CHESTNUT HILL BAILROAD.
Leave Chestout Hill 74, 8, 940, and il 10 A. M., 140, 340, 640, 640, 840 and 2046 P M.
Leave Chestout Hill 74, 8, 940, and il 10 A. M., 140, 340, 640, 640, 840 and 2046 P M.
Leave Chestout Hill 780 A. M. 230, 540, and 925 P. M.
CONSHOHOL KEN AND NORRISTOWN.
Leave Philadelphia 5, 25, 9, and 11 05 A. M. 13, 3, 45, 55, 65, 848 846 115 P. M.
Leave Norristown 540, 7, 750, 8, and 11 A. M., 15, 3, 45, 65, 65, and 53 P. M.
Leave Polizdelphia 6, 75, 9 and 11 05 A. M. 15, 3, 45, 65, 65, and 52 P. M.
Leave Polizdelphia 6, 75, 9 and 11 05 A. M. 15, 3, 45, 65, 65, and 9, P. M.
Leave Philadelphia 6, 75, 9 and 11 05 A. M. 15, 3, 45, 65, 65, and 52 P. M.
Leave Philadelphia 6, 75, 9 and 11 05 A. M. 15, 3, 45, 65, 65, and 9, P. M.
Leave Philadelphia 6, 75, 9 and 11 05 A. . . 15, 8, 45, 65, and 52 P. M.
Leave Philadelphia 6, 75, 9 and 11 05 A. . . 15, 8, 45, 65, and 9, P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 11 A. M., 15, 8, 45, 55, 5, 65, and 2 P. M.
Leave Philadelphia 9A. M., 25 and 11 A. M., 15, 8, 45, 55, 5, 65, and 9, P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 25 and 75 P. M.
Leave Philadelphia 9A. M., 26 and 95 P. M.
Leave Philadelphia 9A. M., 26 and 95 P. M.
Leave Philadelphia 9A. M., 26 and 95 P. M.
Leave Philadelphia

THE BEST-THE HOLY BIBLE-HARD in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic pertraits of families.

WM. W. HARDING, Publisher,

ESO, AMCHERNUT Green below Four.

RAILROAD LINES.

At SA. M. . via Camden and Jersey City Ex. At 2 P. M., via Camden and Amboy Express... 300 At 8 30 P. M., via Camden and Jersey O ty Ex-At 8 30 P. M., for Amboy and intermediate stations.

At 6 P. M., for Amboy and intermediate stations.

At 5 30 and 8 A. M., 2 n., 3 30 P. M., for Freehold.

At 8 and 19 A. M., 2 8 30 at d 4 30 P. M. for Trenton.

At 5 30, 8, and 10 A. M., 1, 2 3 2 30, 4 30, 6 and 11 30

P. M. for Bordenkown, Bur lagton, Beverly, and

P. M. for Bordentown, Bur Jugton, Beverly, and Delacto.
At 520 and 10 A. M., 1, 2, 3, 3, 30, 420, 6, and 11, 30 P. M., for Florence.
At 520 and 10 A. M., 1, 3, 420, 6, and 11, 30 P. M. for Edgewater, Riversile, Riverton, and Falmyra. 2 P. M. for Riverton and 3, 30 P. M. for Palmyra.
At 530 and 10 A. M., 1, 3, 420, 6, and 11, 30 P. M. for Plsh House.
The 1 and 11, 30 P. M. Lines leave from Market Street Ferry (upper side).
FEOM KENNINGTON DEPOT.
At 11 A. M., 418 Kensing on, and Jersey City, New York Express Line Fare 43.
At 7 and 11 A. M., 240, 320, and 5 P. M. for Trensen and Bristol. And at 10, 15 A. 55 for Bristol.
At 7 and 11 A. M., 2, 30, and 5 P. M. for Morriaville and Tullyjown.

and 1015 A. M., 230, and 5 P. M. for Scheneks and 10-15 A. M., 2-30, 4, 5, and 8 P. M. for Corn-

At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissingming, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
At 9:30 A. M., 1:00.6:30, and 12 P. M. New York Express Lines, vils Jonesey City, Fairs 43:25.

At 1 A. M., Emigrant Line Fare, \$2.

The 9:30 A. M., and 6:30 P. M. Lines will run daily.
At 9:30 A. M., and 6:30, and 12 P. M. for Treuton.
At 9:30 A. M., 20 and 12 P. M. for B istol.
At 12 P. M. (Night) for Morriville, Tallytown, Schenak's, Eddington Cornwalls, Torrisdale, Homesburg, Tacony, Wissinoming, Bridesburg, and Frankford,

For lines leaving Kensing on Depot take the cars on Third or Fifth streets at the nutstreet, 30 minutes before detarture. The cars on Market street Ratiway run direct to West Patladeiph a Depot Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9-30 A. M. and 6-30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.
At700 A. M. for Nisgara Falls, Buffalo, Dunkirk.
Elmirs, Ithaca, Owero. Rochester, Binghamton, Oswego, Syracose, Great Band, Montrose, Wilkesbarre,
Schooley's Mountain etc.
At700 A. M. and 350 P. M. for Scranton, Stroudsburg, Water Gsp. Belvidere, Easton, Lambertvide,
Flemington, etc., Toe 330 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethehem, etc. Allentown, Beth ehem etc.
At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILHOADS,
From Market St. Ferry (upper side.)
At S.A. M., 1, 4, and 6:16 P. M., for Merchantsville,
Moorestown Hartford, Massonville, Hainstort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmir giann, and Pemberton. mirgham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Elightstown.

Imlaystown, sharon, and Hightstown.

Fifty pounds of bag, age only are allowed each passenger. Passengers are prohibited from taking anything as bagsage but their wearing apparel. All bagsage ever fifty pounds to be paid for extra. The Company limit their responsibility for bagsage to ose deliar per peand, and will not be liable for any amount beyond \$106, except by apecial contract.

Tickets sold and bagsage checked direct through to Rosion, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, U. Ica, Rome, Syracuse foctoester, Buffalo, Niagara Falls, and Suspension Bridge,

Ane-fittonal Ticket Office is located at No. 828 Chesnat strest, where Tickets to New York and all important points North and hast may be procured. Persons purchasing Pieses at this Office can have their baggage checked from residence or notel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA, Whi leave iron foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer ey City and Camben; at 23 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.
From Pier No. 1 North River at 5/36 A. M. Accommodation, and 2 P. M. Express, via Ambay and Canden.
WILLIAM H. GATZMER.
Avent. Camden.

Canden.
6152

PHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIME TABLE.

COMMONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASH-ING-TON Avenue as follows:
Way-Mail Train at 8-30 A. M. (Sandays excepted) for Baltimore, stopping at all Regular Stations, consecting with Delaware Railroad at Wilmington for Crisceld and Intermediate Stations.
Express Train at 12-0 M. (clundays excepted) for Baltimore and Washington, stopping at Wilmington, perryville, and Havre-de-Grace. Connecus at Wilmington with train for New Castle.
Express Train at 23-0 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood Claymont, Wilmington, Newpowt, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chasle's and Stemmer's Rug.
Night Express at 11-00 P. M. (Dally) for Baltimore and Washington, stopping at Perryville and Havra-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Railroad Libre, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbory, Princess Anne, and connecting at Criscied with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11-0-0 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 11-00 A. M. 2-30, 5-00, 700,

Wilmington, Leav Philadelphia at 11 00 A. M., 2 30, 5 00, 7 00, and 11 b) (daily) P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:30 4:16 and 7:30 (daily) P. M. The 8:16 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:40 A. M., Express; 2:25 P. M., Express; 6:25 P. M., Express; 9:55 P. M., Express; 8:55 P. M., Express; 8:55 P. M., Express; 6:55 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elaton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore. Through tickets 10 all points West, South, Southwest, may be procured at the Ticket Office, No. 528 CHESNUT Street, ander the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purch-sing tickets at this office can have their baggage checked at their residence by the Union Transier Company 48?

CHORTEST ROUTE TO THE SEA-SHORE:

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD,

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. 

Special Excursion 5.18 P. M.

Special Excursion 5.18 P. M.

Mail 4.20 P. M.

Freight, with passenger car 11.40 A. M.

Express (through in two hours) 7.16 A. M.

Accommodation 5.20 P. M.

Jonetion Accommodation to Arso and intermediate stations, leaves Vice atreet 5.20 P. M.

Returning, leaves Arco 6.25 A. M.

Haddonfield Accommodation Train leaves

Vine street 10.16 A. M. and 3.15 P. M.

Leave Haddonfield 1.100 P. M. and 3.15 P. M. Sunday Mail Train to Atlantic,

BUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

FLEGANT SLEEPING CAES on all Night Trains. On and after MONDAY. May 11, 1808, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD.

DEILADELPHIA AND ERIE RAILROAD,-

on the Philadelphia and Eric Railroad will ran as follows:

WESTWARD.

Mail Train leaves Philadelphia.

" leaves Williamsport. 8-20 A. M. 12 to noon leaves Express leaves Puthadelphia. 12 to noon leaves Railroad leaves Philadelphia. 8-50 P. M. 12 to noon leaves Railroad leaves Philadelphia. 8-50 A. M. 12 to noon leaves Williamsport. 12 to P. M. 12 to noon leaves Williamsport. 12 to P. M. 13 leaves Williamsport. 12 to P. M. 14 leaves Williamsport. 10 to P. M. 15 P. M. 16 leaves Williamsport. 10 to P. M. 16 leaves Williamsport. 10 to P. M. 17 leaves williamsport. 10 to P. M. 18 leaves Williamsport. 19 leaves Will

## AUCTION SALES.

M. S. POURTH Street, NOS. 189 AND 141

NEAT HOUSEHOLD FURNITURE, BRUSSRISS CARPETS ETC.
On Monday Morning,
July 20. at 16 O'clock, at No. 220 S. Twenty-first sirest by catalogue, the entire parior, dimercoom, and chamber furniture thair mattresse. fire B desires and ingrain carpers etc., in use but a short time, and in excellent order, Also, the kitchen furbisure.

SUPERIOR HOUSEHOLD FURNITURE FINE VILVET WILTON, BRUSSE S AND OTHER CARPETS, HAIR MATTRESSES, CHANDE-LIE S, ETC.

Like S, ETC. On Tuesday Morolog

July 21, at 10 o'clock at No. 1026 Wainut street, by
catalogue the apperior horsehold furnitore, comrising on a dimer room, cedar sy amore, and they
chesher furnitue (inc ucing stegant cedar wardrobe, bedding etc.), fine velvet wilton Brussels, and
other corpets; fine hair mattresses, chandeliers,
rifgerators, kitchen refrigerators, kitchen furniture, etc.

7 18 24

SALE OF BEAL FSTATE, STOCKS, ETC.
On Tuesday Next Philadelphia Exchange:— Executors Fale Estate of JAMES GALBRAITH, deceased. Thren-story Brick Tayern and Dwelling, No. 3 Cal-low bill street. Same En ate- 2 Brick Dwellings No. 140 Dans street. Same Estate—a Brick Dwellings No 149 Dans street.
Same Eeu e-Frame Dwelling Peggstrest, between
New Market and Frant.
Same Estate—C Three-story Brick Dwellings, New
Market street, between Nob e and Pegg.
Fame Estate—Lot, Second street, south of Huntingdon.

don.
Semc Katate—Lot, Lebigh avenue
2 Three story Brick Dwellings Nos.603 and \$10 B.
Elahte-nth street, below S. 10 b.
M. dern Three-story Brick Dwelling. No. 520 South
Teuth street, below Lembard Tenth street, below Lembard
Modern Three-story Brick Dwelling and stable No.
Stu Mt. Vernon street, 26 feet fro. t.
Modern Three-story Brick Residence, No. 2120 Green
treet, 40 feet tre nt. res Kensington National Bank

2 sh res Kensington National Bank.
7 shares Council allon National Bank.
8 shares Fersers' and Mechanics' National Bank.
22 shares Northern Liberties' Gas Co.
10 shares Union Minip and Smelling Co. N. C.
749 shares Green and Coates Streets Passenger Ball-

Catalogues row ready, MARTIN EROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Minor,

Sale at No. 529 Chesnut street
VEFY SUPERIOR WALNUT FURNITURE,
FRENCH PLATE MIRRIES, FINE BRUSSELS
CARPETS, BOOK CASES, ETC
Os Manday Moroing,
At 100 clock, at the Auction Rooms, by catalogue—

At 100 clock, at the Auction Rooms by catalogue— Very Soperior parior I reduce, handsome walout chamber jurniture; wainut and oak extension tables; siceborrds; handsome secretary book-case; large ma-bogany ho k-cases; two Frence plate pier mirrors; large counter tables; walout and oak counting-nouse and effice furniture; fine Brussels and other carpets; Canton maytings; oit paintings and engravious; six very superior sewing machines, made by excellent makers, irather beds sec.

Very superior sewing intenders, makers, better beds etc.

CANE SEAT AND WINDSOR CHAIRS,
12 dozen wahut cane seat dining and sitting rooms and chamter chairs,
3. dozen Wincsor chairs, new. [7 17 2t] C. D. McCLEES & CO. (SUCCESSORS TO EET Street.

RET Street.

SALE OF 900 CASES BOOTS, SHOES, BROGANS, ETC.

On Thursday norring,
July 23, at 16 o'clock we will sell by Catalogus, for cash, 500 cases Men's, Bys', and Youth's Boots, Shoes, Brogans, Balmorals, etc. Also, a general assortment of Women's, Misses, and Children's W. at.

[7184]

THOMAS EIRCH & SON, AUCTIONEERS
CHESNUT Street; rear entrance No. 1107 Sansom et. LIPPINCOTT, SON & CO., AUCTIONEERS.

BUNTING, DURBOROW & CO., AUCTION Er Re, Nos. 252 and 234 MARKET Street, core ner of Rank street. Successors to John B. Myers & Cal

#### AMUSEMENTS.

HOOLEY'S OPERA HOUSE, SEVENTE Street, below Arch.

LAST WREEK OF THE SUMMER SEASON.

THE BEST BILL EVER OFFERED.

R. M. Carroli in his Great Specialties.

Great Hit of the Lugard Burle-que.

WEDNESDAY, JULY 15.

BENEFIT OF ARCHY HUGHES.

The FALL and WINTER SEASON win commence Morday, September 7. with Hooley's Minstrels. 7 15 64.

FOX'S AMERICAN VARIETY THEAT'SE,—
EVERY EVENING AND BATURDAY
AFT ERNOON.
GREAT COMBINATION TROUPE,
in Grand Ballets, Ethicpian Burleaques, Songa,
Dancies, Pautomimes, Gymnast Acis, etc.

ORTICULTURAL HALL. — ENGELKE'S
Promerate Coverts every statum by from
110 6 P. M. FISCHER'S Ice-cream served in the
Foyer. Admission 25c
6 tickets, \$1: 40 tickets, \$5.

## STOVES, BANGES, ETC.

NOTICE.—THE UNDERSIGNED

Would call attention of the public to his

NEW GOLDEN EAGLE FUENACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general rayor, being a combination of wrought and cast from. It is very simple in its construction, and is reriectly alweight, self cleaning, having no pipes or drams to be taken out and cleaned. It is so arranged with an ight flues as to preduce a larger amount of heat from the same weight of soal than any infrace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at o see domonstrate that it is the only Hot air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS.

Nos. 1132 and 1134 MARS ET Street, Philadelphia.

A large systement of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ven. Illators, etc., always on band.

N. B.—Jobb'ng of all kinds promptly done. 5 105 NOTICE.-THE UNDERSIGNED

on hand.
N. H.-Jobbing of all kinds promptly done. 5 10

THOMPSON'S LONDON KITCHENER.
OR EURO-EAN RANGE, for Families,
Ho'rels, or Public Institutions, insTWENTY
DIFFERENT SIZES. Also, Philadelphia
Rayges, Hot Air Furnsces, Portable H-aters, Liwdown Grates, Fireboard Stoves, Bath Bollers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesale now thates, Boilers, Cooking Stoves, etc., wholesay and retail, by the manufacturers SHARPE & THOMSON,

127 stu them No. 289 N. SECOND Street.

## RAILROAD LINES.

BALTIMORE AND ORIO RAILROAD.
Trains between Washington and BaltiMORE and Washington and THE WEST are

MORE and Washington And the West are now run as follows, vis:—
FOR RALTIMORE.

Leave daily, except Sunday, at 700, 745, and 12'30 P.
M., and 2'00, and 4 35 and 8 45 P. M.
OR ALL WAY STATIONS.

Leave daily, except Sunday, at 700 A. M., and 2'00 and 8'35 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIB JUNCTION.

Leave at 615 and 700 A. M., and at 2'00 and 4'35 P. M.
FOR ANNAPOLIS.

Leave at 6 15 and 7 60 A. M., and at 2 00 and 4 35 P. M.

FOR ANNAPOLIS.

Leave at 7 05 A. M. and 4 30 P. M. No trains to or from Annapolis on Bunday.

ON SUNDAY.

FOR BALLIMORE.

Leave at 7 45 A. M., and 4 30 and 8 45 P. M.

FOR WAY STATIONS.

Leave at 7 45 A. M., and 4 30 and 8 45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7 45 A.

M. 4 30 and 8 45 P. M.

On Saturday at 7 45 A. M., and 2 30 P. M.

On Saturday at 7 45 A. M., and 2 30 P. M.

On Sunday at 4 30 and 8 45 P. M., only, connecting at Relay Station with trains from Baltimore to Wheeling Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket office at all horrs in the day, as well as at the new office of the Bankers' and Brokers' Teleg aph Line, No. 348 Penusylvania avenus, between sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

vertisement of "Through Line."

vertisement of "Through Line."

L. M. COLE, General Ticket Agent.

L. M. COLE, General Ticket Agent.

LYREIGHT LINES FOR NEW YORK AND

PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH & d EAST, and for all Stations on Camden and Amboy and Connecting hallroads, from Walnut street wharf.

Freight for all way points on the Camden and Amboy. Frieshold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Princeten, Eingston, Rocky Hill and all points on the New Jersey and Belvidere Railroads, forwarded at 22 p. M.

For New York, at 12, 25, and 5 p M.

Freight received from 7 A. M. to 6 p. M.

A slip memarandum, specific ig the marks and numbers, shippers and consignees, must in every instance be sent with each 1: at of girds.

WALITER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
Philadelphia.

# CEORGE PLOWMAN.

CARPENTER AND BUILDER, REMOVED

To No. 134 DOCK Street, PHILADELPHIA